

**COUNTY OF SAN LUIS OBISPO BOARD OF SUPERVISORS
AGENDA ITEM TRANSMITTAL**

(1) DEPARTMENT Public Works		(2) MEETING DATE January 10, 2006		(3) CONTACT/PHONE Dave Flynn, Roads Manager <i>DF</i> (805) 781-4463	
(4) SUBJECT Hearing to Consider a Resolution Imposing Revised Road Improvement Fees in the Templeton Area					
(5) SUMMARY OF REQUEST The 2005 Update of the Templeton Circulation Study is complete. The attached resolution increases the Road Improvement Fee amounts, and defines the associated road construction costs and the Capital Improvement Plan. Fees are recommended to increase 10% in Area A; 26% in Area B; and 51% in Area C.					
(6) RECOMMENDED ACTION It is our recommendation that your Honorable Board: 1. Receive and adopt the attached 2005 Update Report of the Templeton Circulation Study. 2. Adopt the attached Resolution imposing increased road improvement fees for the Templeton Area.					
(7) FUNDING SOURCE(S) Templeton RIF		(8) CURRENT YEAR COST N/A		(9) ANNUAL COST N/A	
(10) BUDGETED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> N/A <input type="checkbox"/> NO					
(11) OTHER AGENCY/ADVISORY GROUP INVOLVEMENT (LIST): Templeton Area Advisory Group (TAAG)					
(12) WILL REQUEST REQUIRE ADDITIONAL STAFF? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes, How Many? _____ <input type="checkbox"/> Permanent _____ <input type="checkbox"/> Limited Term _____ <input type="checkbox"/> Contract _____ <input type="checkbox"/> Temporary Help _____					
(13) SUPERVISOR DISTRICT(S) 1st			(14) LOCATION MAP <input checked="" type="checkbox"/> Attached <input type="checkbox"/> N/A		
(15) AGENDA PLACEMENT <input type="checkbox"/> Consent <input checked="" type="checkbox"/> Hearing (Time Est. 15 min.) <input type="checkbox"/> Presentation <input type="checkbox"/> Board Business (Time Est. _____)			(16) EXECUTED DOCUMENTS <input checked="" type="checkbox"/> Resolutions (Orig + 4 copies) <input type="checkbox"/> Contracts (Orig + 4 copies) <input type="checkbox"/> Ordinances (Orig + 4 copies) <input type="checkbox"/> N/A		
(17) NEED EXTRA EXECUTED COPIES? <input type="checkbox"/> Number: _____ <input type="checkbox"/> Attached <input checked="" type="checkbox"/> N/A			(18) APPROPRIATION TRANSFER REQUIRED? <input type="checkbox"/> Submitted <input type="checkbox"/> 4/5th's Vote Required <input checked="" type="checkbox"/> N/A		

Reference: 06JAN10-H-1

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(19) ADMINISTRATIVE OFFICE REVIEW <div style="text-align: center; font-size: 1.5em; font-family: cursive;">OK Leslie Brown</div> <div style="text-align: right; font-size: 1.5em; font-family: cursive;">C3 1-10-06</div>
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SAN LUIS OBISPO COUNTY DEPARTMENT OF PUBLIC WORKS

Noel King, Director

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email address: pwd@co.slo.ca.us

TO: Board of Supervisors

FROM: Dave Flynn, Roads Manager *DF*

VIA: Glen L. Priddy, Deputy Director of Public Works - Engineering Services *PEM for GP*

DATE: January 10, 2006

SUBJECT: Hearing to Consider a Resolution Imposing Revised Road Improvement Fees in the Templeton Area

Recommendation

The Department of Public Works recommends that your Board:

1. Receive and adopt the attached 2005 Update Report of the Templeton Traffic Circulation Study.
2. Adopt the attached resolution imposing increased road improvement fees for the Templeton Area.

Discussion

On July 2, 1991, your Board adopted the "Templeton Traffic Circulation Study." Also on July 2, 1991 your Board adopted a resolution imposing road improvement fees on new development under provisions of Ordinance No. 2379. The proposed resolution revises the road improvement fees based on the results of the 2005 Update Report. The 2005 Update Report is attached as Exhibit A.

The Department is working on several projects under the road improvement fee funding mechanism. The major projects include:

- Las Tablas Road/Hwy 101 Interchange, Interim Improvement (under construction)
- Vineyard Drive/Hwy 101 Interchange Improvements (Concluding environmental)
- Main Street/Hwy 101 Interchange (Project Study Report underway)
- Hwy 46W/101 Interchange (Environmental Document)
- Bennett Way, Vineyard Drive to Las Tablas Road and Las Tablas Road to Petersen Ranch Road (under construction)

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The construction of Las Tablas interchange interim improvements along with Bennett Way extension should serve development traffic over the next 15 years. The next priority would be to fund Vineyard Drive improvements for construction in 2008. Our department will request regional funding from SLOCOG this fall.

Resolution of the Hwy 46W/101 Interchange improvements has still not been achieved. A separate Area C was created along Ramada Drive (formerly a part of Area A) to cover expenses related to the Hwy 46W/101 Interchange and a portion of the Main Street/Hwy 101 Interchange costs. The City of Paso Robles and SLOCOG have overseen the development of the PSR for that interchange. That PSR has been completed and has identified the minimum build alternative at \$24 million. By mutual understanding between the County and the City of Paso Robles/SLOCOG the County is still collecting fees to cover its portion of the costs at this interchange (currently estimated at \$5,600,000). More precise funds/funding sources and schedules will be developed during the Environmental Determination portion of the 46W/101 project currently underway. Funding would not be transferred to the City until a formal Reciprocity Agreement is developed which addresses City impacts to Main Street interchange.

Development around the Main Street interchange has brought attention to short and long term improvements at this location. Much of what can be accomplished here is dependent on a final PSR approved by Caltrans which is still six to nine months out. Results of these documents can establish appropriate phased construction or interim improvements which could be tied to development in lieu of collecting a fee or constructed under a reimbursement agreement as was done with the Bennett Way extension.

Due to the significant proposed fee increase, following Board action, staff will prepare an extensive press release in order to inform potential builders of the pending increase and offer the opportunity to pay the existing fee prior to the increase.


Other Agency Involvement/Impact

The Templeton Area Advisory Group (TAAG) had this matter on their November 17, 2005 agenda for action. The group approved the update and the fee increase.

Financial Considerations

Fees are undergoing a significant increase due to both new cost estimates for the interchange projects as well as a 25.2% increase in construction costs in California over the past year. This increase has created a dramatic reduction in our project delivery unless we can compensate by adjusting revenue fees.

Money collected through these fees can only be used to fund projects specified in the "Templeton Traffic Circulation Study". As of May 31, 2005 there was a total of \$1,869,702 available in the Templeton Road Improvement Fund account. The fee account has been used over the past year (through May 31st) to fund approximately \$340,000 in work related to the Las Tablas Road/Hwy 101 Interchange project, approximately \$255,000 in work related to the Vineyard Drive/Hwy 101 Interchange (corridor) project, and approximately \$30,000 each in work related to the Main Street Interchange PSR and Bennett Way extension. Appendix C in the Update Report provides a summary of the fees received, interest allocated, and project expenditures to date. The proposed new fee schedule is shown below.



Subarea "A" - Urban		
Land Use	Current Fee	Proposed Fee
Residential	\$7,622/pht	\$8,260/pht
Retail	\$2,176/pht	\$2,405/pht
Other	\$3,348/pht	\$3,700/pht
Subarea "B" - Rural		
Land Use	Current Fee	Proposed Fee
Residential	\$4,244/pht	\$5,354/pht
Retail	\$1,337/pht	\$1,683/pht
Other	\$2,057/pht	\$2,590/pht
Subarea "C" - Commercial/Industrial		
Land Use	Current Fee	Proposed Fee
Residential	\$7,407/pht	\$11,201/pht
Retail	\$7,407/pht	\$11,201/pht
Other	\$7,407/pht	\$11,201/pht

Pht: P.M. Peak hour trip as determined by the Board of Supervisors' policy.

Results

Approval of the recommended action will amend the Templeton area traffic impact fees to reflect the appropriate estimated cost impact for each development. This will allow our County to be in compliance with State law, allow the future impact of new development to be funded by that development, and result in a safe and well governed community.

Attachments: Resolution
 Exhibit A, 2005 Update Report
 Exhibit B: Board Policy on Impact Fees
 Notice of Hearing
 Road Impact Fee Areas A and C, Templeton

c: Templeton Area Advisory Group, PO Box 1135, Templeton CA 93465 (w/ attachments)
 Bob Lata, City of Paso Robles, 1000 Spring Street, Paso Robles, CA 93446

File: CF 830.120.02 Transportation Planning – Templeton

Reference: 06JAN10-H-1

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IN THE BOARD OF SUPERVISORS

County of San Luis Obispo, State of California

_____ day _____, 20__

PRESENT: Supervisors

ABSENT:

RESOLUTION NO.

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SAN LUIS OBISPO MODIFYING THE ROAD IMPROVEMENT FEE FOR ALL DEVELOPMENT WITHIN PORTIONS OF THE TEMPLETON AREA OF THE COUNTY OF SAN LUIS OBISPO AND ADOPTING THE REQUIRED ANNUAL UPDATE

The following resolution is hereby offered and read:

WHEREAS, the Board of Supervisors of the County of San Luis Obispo has adopted Ordinance No. 2379 creating and establishing the authority for imposing, charging, and modifying a road improvement fee; and

WHEREAS, on July 2, 1991, the Board of Supervisors did adopt Resolution No. 91-369 imposing a road improvement fee for all developments within portions of the Templeton area and of the County of San Luis Obispo; and

WHEREAS, said Resolution No. 91-369 provided for an annual update of said road improvement fee; and

WHEREAS, the "Templeton Traffic Circulation Study of June 1991" describes the impacts of new development on existing road facilities and improvements within certain portions of the Salinas River, El Pomar/Estrella and Adelaida Planning Areas of the Land Use Element of the San Luis Obispo County General Plan, and analyzes the need for new road facilities and improvements required by said new development, and sets forth the relationships among new development, the needed road facilities and improvements, and the estimated costs of those facilities and improvements; and

WHEREAS, the "Templeton Traffic Circulation Study of June 1991" has been reviewed, updated and presented in the "2005 Annual Update" document; and

WHEREAS, the Board of Supervisors has reviewed the said "2005 Annual Update", a copy of which is attached hereto as Exhibit "A" and incorporated by reference herein and found that it includes all required elements of the annual update; and

WHEREAS, the said Templeton Traffic Circulation Study of June 1991 and 2005 Annual Update was available for public inspection and review fourteen (14) days prior to the public hearing of this Resolution; and

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C/S

WHEREAS, the Board of Supervisors finds as follows:

A. The purpose of this Road Improvement Fee is to finance road facilities and improvements in order to reduce the impacts of traffic generated and caused by new development within Area A, Area B and Area C. It is noted that Area A has been expanded to include a former portion of Area B (to the south), Area C has been created out of a portion of former Area A (to the north), and Area B has been reduced (area taken into Area A).

B. The road improvement fees collected pursuant to this Resolution shall be used to finance only the capital improvements described in the text and/or identified in Table A of Exhibit "A," attached hereto and incorporated herein.

C. After considering the Templeton Traffic Circulation Study of June 1991 and the 2005 Annual Update, prepared by the County Public Works Department, and after considering the testimony received at the public hearing on this matter, the Board of Supervisors approved said Study and finds that the new development will generate additional traffic within the said Areas and will contribute to the degradation of the level of service of the road system in said Areas.

D. The Board of Supervisors further finds that there is a need in Area A, Area B and Area C for road facilities and improvements and said facilities and improvements have been called for in or are consistent with the County's General Plan and the Templeton Circulation Study.

E. The Board of Supervisors further finds that the facts and evidence presented establish that there is a reasonable relationship between the need for the described road facilities and improvements and the impacts of the types of development described in paragraph "2. Amount of Fee." below for which the corresponding fee is charged, and, also there is a reasonable relationship between the fee's use and the type of development for which the fee is charged, as these reasonable relationships or nexus are in more detail described in the San Luis Obispo County General Plan, Templeton Circulation Study of June 1991, and the 2005 Annual Update.

F. The Board of Supervisor further finds that the cost estimates set forth in Exhibit "A" are reasonable cost estimates for constructing the said facilities, and the fees expected to be generated by new development within the said Areas will not exceed the percentage of these costs attributable to new development.

G. The Board of Supervisors further finds that for Area A, Area B and Area C: (1) an account has been established for capital road improvements, that funds have been appropriated, and a proposed construction schedule including approximate funding and commencement dates has been adopted as set forth in Exhibit "A" hereto; and that (2) the County has already expended funds for capital road improvements within said Areas. As used in this section, "appropriated" means authorization by the Board of Supervisors to make expenditures and incur obligations for a road facility or improvement project shown in the Capital Improvement Program (Exhibit "A").

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Board of Supervisors of the County of San Luis Obispo, State of California, as follows:

1. This Resolution is adopted for the purpose of modifying those road improvement fees heretofore imposed within Area A, Area B and Area C (formerly a portion of Area A) by Resolution No. 91-369 and subsequent update resolutions including last year and for the purpose of authorizing the continuing collection of said fees, all under the authority of Ordinance No. 2379, the provisions of which are incorporated herein. Reference is made to Attachment 1 to this Resolution, herein made a part thereof.

2. Amount of Fee. On the 60th day following the date of the adoption of this Resolution, the amount of the road improvement fee within the Areas of Benefit of the Templeton Circulation Study shall be:

Road Improvement Fee	Area A	Area B	Area C
Residential	\$8,260/pht	\$5,354/pht	\$11,201/pht
Retail	\$2,405/pht	\$1,683/pht	\$11,201/pht
Other	\$3,700/pht	\$2,590/pht	\$11,201/pht

pht: P.M. peak hour trip as determined by Board of Supervisors' Policy.

For any new development wherein there are one or more residential uses combined with one or more other land uses, the number of peak hour trips caused or generated by said new development shall be determined as follows:

- (1) The number of peak hour trips caused or generated by the residential use(s) and the number of peak hour trips caused or generated by the non-residential land uses shall be separately determined and then,
- (2) The total road improvement fee for the new development shall be computed by multiplying the number of peak hour trips determined in subparagraph (1) above for each land use by the appropriate road improvement fee for each land use and then summing the results.

The number of peak hour trips caused or generated by a proposed new development project will be determined by the Director of Public Works in the manner set forth in the "Policy of the Board of Supervisors for Determination of Peak Hour Trips," which is attached hereto as Exhibit "B" and incorporated herein by reference.

3. Time of Imposition of Fee. The amount of the said road improvement fee for any new development project within Area A, Area B or Area C shall be determined for, and shall be imposed upon, such new development project at the time of the grant of approval of an application for new development, and shall be a condition of the approval of said new development project.

4. Time of Payment of Fee. The road improvement fee established by said Ordinance No. 2379 shall be paid for new development within the said Area A, Area B, and Area C, as follows:

- (a) For new development that is solely residential (except for a mobile home park), the fee shall be paid prior to the issuance of a building permit for the new development.
- (b) For new development that is mobile home park, the fee shall be paid within 90 days after the date of approval of the development plan authorizing establishment of the mobile home park or prior to approval by the State Department of Housing and Community Development of an application for a permit to construct the mobile home park, whichever occurs first. Failure to pay the required fee shall be considered a nuisance and, in addition to all other remedies provided by law, shall be grounds for revocation of the development plan and/or initiation of nuisance abatement proceedings.
- (c) For new development that is non-residential or that is partly residential and combined with another land use(s) or which is a mobile home park, the fee shall be paid prior to issuance of any permit or approval required for the new development and prior to any commencement of a new development project or at the time of issuance of any required building permit, whichever is later.

5. Use of Fee. The road impact fee shall be solely used: (a) to pay for those road facilities and improvements described in Exhibit "A" hereto to be constructed by the County; (b) for reimbursing the County for the new development's fair share of those capital road facilities and improvements constructed by the County in anticipation of the new development; or (c) to reimburse prior developers who previously constructed road facilities and improvements described in Exhibit "A" attached hereto, where those facilities and improvements were beyond

those needed to mitigate the impacts of said prior developer's project or projects in order to mitigate the foreseeable impacts of anticipated new development.

6. Fee Review. Annually, the Director of Public Works shall review the estimated cost of the described road facilities and improvements, the continued need for those road facilities and improvements, and the reasonable relationship between such need and the impacts of the various types of new development pending or anticipated and for which this fee is charged. The Director of Public Works shall report his or her findings to the Board of Supervisors at a noticed public hearing and shall recommend to the Board of Supervisors any adjustment to this fee or any other action as may be needed.

7. Road Improvement Fee Agreements. Prior to the enactment of Ordinance No. 2379 and the adoption of Resolution No. 91-369, certain new developments within the Areas of the Templeton Circulation Study received approvals or permits which were conditioned upon the execution of a Road Improvement Agreement by the developer. Each Road Improvement Agreement, when executed, required the payment of a specified road improvement fee for the new development, with the fee to be paid either at the date of final inspection or the date the certificate of occupancy is issued. The Road Improvement Agreement was required in order to mitigate the new burdens imposed on the roads within the Areas which burdens were reasonably related to the new development.

Inasmuch as one of the purposes of Ordinance 2379 and Resolution No. 91-369 and this resolution is to mitigate the new burdens imposed on the roads and the road system within the said Area which are reasonably related to new development, the payment of the road improvement fee established by said Ordinance No. 2379 and by this resolution shall be deemed a credit, on a dollar for dollar basis, for purposes of satisfying a portion or all of any obligation established by any such Road Improvement Agreement for the same new development.

8. Effective Date. Pursuant to Section 66017 of the California Government Code, the effective date of this Resolution shall be sixty (60) days from the date of adoption of this Resolution.

9. Judicial Action to Challenge This Resolution. Any judicial action or proceeding to attack, review, set aside, void, or annul this Resolution shall be brought within 120 days.

Upon motion of Supervisor _____, seconded by Supervisor _____, and on the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAINING:

the foregoing resolution is hereby adopted.

ATTEST:

Chairperson of the Board of Supervisors

Clerk of the Board of Supervisors

[SEAL]

APPROVED AS TO FORM AND LEGAL EFFECT:

JAMES B. LINDHOLM, JR.
County Counsel

By: _____
Deputy County Counsel

Dated: 12.27.05

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STATE OF CALIFORNIA, }
County of San Luis Obispo, } ss.

I, _____, County Clerk and ex-officio Clerk of the Board of Supervisors, in and for the County of San Luis Obispo, State of California, do hereby certify the foregoing to be a full, true and correct copy of an order made by the Board of Supervisors, as the same appears spread upon their minute book.

WITNESS my hand and the seal of said Board of Supervisors, affixed this _____ day of _____, 20 _____.

(SEAL)

County Clerk and Ex-Officio Clerk of the Board of Supervisors

Exhibit A
2005 Annual Report
Templeton Traffic Circulation Study

On July 2, 1991 the Board of Supervisors approved the Templeton Traffic Circulation Study and a Resolution imposing road improvement fees on new development under the provisions of Ordinance 2379. The Board of Supervisors adopted the most recent update of the Templeton Traffic Circulation Study and Templeton Area Road Improvement Fee Resolution on August 7, 2001. The following document is the 2005 annual report as defined in the Government Code Section 66013.

Building Activity. From May 2004 through June 2005, the following building permits were issued within the Templeton study area:

Area A

- 22 Single family residences
- 8 Commercial buildings / tenant improvements
- 2 Office buildings / Improvements

Area B

- 23 Single family residences
- 2 Commercial Buildings

Area C

- No Activity

Road Improvement Fund.

- The current fund balance is \$1,869,702.
- Expenditures from the fund over the past year includes the following:
 - Las Tablas Interchange Reconfiguration \$ 338,551
 - Vineyard Dr. Interchange Reconfiguration \$ 253,778
 - Main St Interchange Project Study Report \$ 37,933
 - Bennet Way Extension Reimbursement \$ 29,700
 - Templeton Traffic Circulation Study \$ 14,809

Attachment B contains the detailed history of account fees, interest and expenditures.

Fee Appeals. Two fee appeals for the Templeton area have been brought before the Board of Supervisors during the time period covered in this update. The first involving a single family residence on October 4, 2004. The second involving a secondary dwelling unit on February 8, 2005. Both appeals were denied by the Board of Supervisors.

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Transportation Improvements

Over the past year, Public Works Department staff have been engaged on many projects in the Templeton area. The main emphasis have been on implementing the interchange improvements defined under the Road Improvement Fee capital program. Pedestrian improvements have also been accomplished using other funding sources outside the fee program.

The capital improvements program, funding source, and project priorities for the Templeton Area transportation improvements are in Table 5 – Recommended Transportation Improvements. Project priorities are based on expected year completed noted for each project. Table C - Status of Projects, includes all projects being working on by county staff and forces and is updated quarterly.

Projects Funded under the Road Improvement Fee Program. The following projects are capacity improvements identified in the circulation study that are required to serve the ultimate buildout traffic for the Templeton Area.

I. Vineyard Drive

\$ 5.5 Million Estimate

The project is to improve the Vineyard Drive corridor between Bennett Way and Main Street to handle traffic over the next 15-20 years. Work includes widening the overcrossing structure, installing a center turn lane, and adding traffic signals at the ramp intersections and at Bennett Way. The environmental document is be reviewed by Caltrans and once approved, right of way acquisition will begin in 2006. The current estimate for the project is \$ 5 million. The Department will be seeking regional funds from San Luis Obispo Council of Governments in fall of 2005 in order to plan construction in the 2007-08 time period.

II. Route 46/101 Interchange

County Participation \$ 5.6 Million Estimate

The City of Paso Robles is developing an environmental document for the project to reconfigure the interchange. Environmental approval should be completed in 2007. Right of way acquisition and construction would follow over the next three years.

The findings of a regional model showed that Templeton area development would create up to 22.5% of build-out traffic utilizing the intersection. Basic cost figures for improvements have run at or over \$20 million so Templeton Road Impact Fee share could run up to \$4.5 million. In 2004, Area C of the Fee Area was created to provide the County's contribution to this project from the benefiting properties along Ramada Drive. Currently, there is minimal funds available in Area C and will take further development

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to fund these improvements. The County may need to anticipate future loan of funds to advance construction and be replenished with fee payment from Area C development.

III. Las Tablas Interchange

\$ 2.2 Million

Work began this past spring to realign the northbound off-ramp, create a center turn lane and signalize the northbound and southbound ramp intersections. This is the first phase of long term improvements to the interchange. The project is in construction and should be completed by January 2006. Project development and construction is expected to cost \$2.2 million when completed.

Over the next ten years, work for the second phase improvements will involve realignment of the southbound ramps. The realignment will create additional area for operations between the ramp intersections. Funding will be pursued from regional sources under the San Luis Obispo Council of Governments. Ultimately, the structure may need to be replaced to support the traffic on Las Tablas Road, however, operational improvements and development of frontage road connections may eliminate this project need.

IV. Bennett Way Extension

\$ 1.7 Million

Work has begun on extending Bennett Way north of Las Tablas Road. Construction of the street allows for the elimination of the existing Duncan Road intersection which would not operate effectively with the Las Tablas Road interchange signalization project. Work is done under a reimbursement agreement with JM Development who are constructing the 66 lot subdivision at Peterson Ranch Road and Duncan Road. Under the agreement, the County will reimburse the development company for the construction of the roadway at a rate of \$250,000 per year for six years. Signalization at the new intersection with Las Tablas Road is also included. The property that is bisected by the new road alignment will need to pay the current road fee when the parcel developed and these funds will offset the costs under the reimbursement agreement.

V. Main Street Interchange

\$180,000 Study Only

TY Lin has been hired to develop a Project Study Report (PSR) for the future reconfiguration of this interchange to serve ultimate traffic. One of the alternatives involves relocating the northbound ramps to Ramada Drive in conjunction with the proposed mixed use development north of Main Street. Ramada Drive at this location would be realigned to provide for the ramps. At the Theater Drive intersection, a roundabout will be studied as a more cost effective solution to operating the ramp and Theater Drive intersection. Construction of a roundabout would eliminate need to widen the existing structure over Route 101. We would expect the PSR to be completed in Spring of 2006.

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Other Projects Funded by outside Funding Sources. Operational and non-motorized transportation improvements are not part of the mitigation fee program. Nonetheless, the County seeks funding through outside grants and other transportation funds for these types of improvements. These include the following projects.

I. Crosswalks.

Marked crosswalks have been added at the intersections of Las Tablas Road and Heather Court and at Main Street at Gibson Street. Latern streetlights were added for night visibility. Funding for this work was from County Roads Budget. We anticipate adding crosswalk on Las Tablas Road near Posada Lane over the next twelve months as well as crosswalk on Las Tablas Road at the Hospital to be constructed as part of development.

II. Florence Street Footpath

Templeton is now defined as an urban area under federal transportation legislation and is entitled to approximately \$185,000 in transportation funds ever seven years. This funding provides a means to implement the non-motorized transportation facilities. Of the USHA funds designated, \$90,000 was directed to cover non-grant funded costs of the Old County Road Safe Route to School project in 2004 leaving \$95,000 for funding additional improvements. High on the pedestrian facility list is Florence Avenue, between Salinas Avenue and Las Tablas Road. Our Department would initiate work to install sidewalk or other footpath along the west side of Florence Avenue between these limits later this year for construction in 2007. Completion of this segment will create footpath from the Vineyard Drive corridor improvements to the Las Tablas Road corridor.

III. Extension of Las Tablas Road

\$ 3.3 Million Estimate

The Department recommended reservation of right of way from two separate residential tracts proposed between Las Tablas Road and Gibson Road to provide for the future extension of Las Tablas Road to Main Street. Construction of this link will provide for better east-west flow of traffic to Route 101 and the west side of town and divert trips that would be made down Main Street or Old County Road. Future funding would be from source other than Road Improvement Fees and would be out beyond the year 2020.

IV. Transit

Templeton is currently provided with a on call local transit service through Ride-on to provide flexible transit to residents within the Templeton Community Service District boundaries. The use of the program has grown significantly over the last five years particularly with the Senior resident development o Ramada Drive. Templeton is also served as a regional medical hub by both Atascadero and Paso Robles Transit systems as

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well as RTA as the regional transit service. Funding for these transit services is provided by sales tax on gasoline under the Transportation Development Act.

Since 2004, the Route 101 corridor from Atascadero to Paso Robles has qualified as an urban area and receives additional funding. Over the coming years, discussion among RTA, Atascadero, Paso Robles and SLOCOG may lead to development of a consolidated service for the North County area similar to the South County Area Transit (SCAT) that serves the five cities area.

Road Improvement Fees

Since the 2004 Update road construction costs have increased. Our standard reference for changes in construction costs is the rolling 12-month cost index prepared by the California Department of Transportation (Caltrans). Between the end of the Fiscal year 2003/04 (the index at the time of the last update) and the end of the Fiscal year 2004/05 (the most recent data available) construction costs increased by 25.2%

This would affect all projects yet to be constructed and coupled with revised estimates for the Vineyard Drive interchange project would result in the following changes in the fees.

Subarea "A" - Urban			
Land Use	Current Fee	Proposed Fee	% Change
Residential	\$ 7,622/pht	\$ 8,260/pht	8.31 %
Retail	\$ 2,176/pht	\$ 2,405/pht	10.5 %
Other	\$ 3,348/pht	\$ 3,700/pht	10.5 %
Subarea "B" - Rural			
Land Use	Current Fee	Proposed Fee	% Change
Residential	\$ 4,244/pht	\$ 5,354/pht	26.1 %
Retail	\$ 1,337/pht	\$ 1,683/pht	25.9 %
Other	\$ 2,057/pht	\$ 2,590/pht	25.9 %
Subarea "C" - Ramada Drive			
Land Use	Current Fee	Proposed Fee	% Change
Residential	\$ 7,407 pht	\$ 11,201/pht	51.2 %
Retail	\$ 7,407/pht	\$ 11,201/pht	51.2 %
Other	\$ 7,407/pht	\$ 11,201/pht	51.2 %

Pht: P.M. Peak hour trip as determined by the Board of Supervisors' policy.

The current fund balance in the Templeton Impact Fee account is \$ 1,869,702.

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NOTICE OF PUBLIC HEARING

A public hearing will be held by the San Luis Obispo County Board of Supervisors on January 10, 2006, at 9:00 a.m. to consider: (1) the annual update of the Templeton Circulation Study, and (2) a Resolution implementing modified Road Improvement Fees for the Templeton Area. The proposed Resolution recommends the following fees per peak hour trip of a proposed development.

Subarea "A" - Urban			
Land Use	Current Fee	Proposed Fee	% Change
Residential	\$ 7,622/pht	\$ 8,260/pht	8.31 %
Retail	\$ 2,176/pht	\$ 2,405/pht	10.5 %
Other	\$ 3,348/pht	\$ 3,700/pht	10.5 %
Subarea "B" - Rural			
Land Use	Current Fee	Proposed Fee	% Change
Residential	\$ 4,244/pht	\$ 5,354/pht	26.1 %
Retail	\$ 1,337/pht	\$ 1,683/pht	25.9 %
Other	\$ 2,057/pht	\$ 2,590/pht	25.9 %
Subarea "C" - Ramada Drive			
Land Use	Current Fee	Proposed Fee	% Change
Residential	\$ 7,407 pht	\$ 11,201/pht	51.2 %
Retail	\$ 7,407/pht	\$ 11,201/pht	51.2 %
Other	\$ 7,407/pht	\$ 11,201/pht	51.2 %

Pht: P.M. Peak hour trip as determined by the Board of Supervisors' policy.

The hearing will be held in the San Luis Obispo County Board of Supervisors Chambers, Room D-170 in the County Government Center, 1055 Monterey Street in San Luis Obispo, California. At the hearing, all interested persons may express their views for or against, or to change the proposal.

All hearing items are scheduled for 9:00 a.m. To determine the placement of this item on the agenda, please contact the County Administrative Office the Thursday afternoon before the scheduled hearing date.

If you have questions about the proposal, you may contact Dave Flynn in the San Luis Obispo County Public Works Department, County Government Center Room 207, San Luis Obispo, CA 93408; telephone (805) 781-5252.

DATED:

JULIE L. RODEWALD, COUNTY CLERK-RECORDER

By _____

[SEAL]

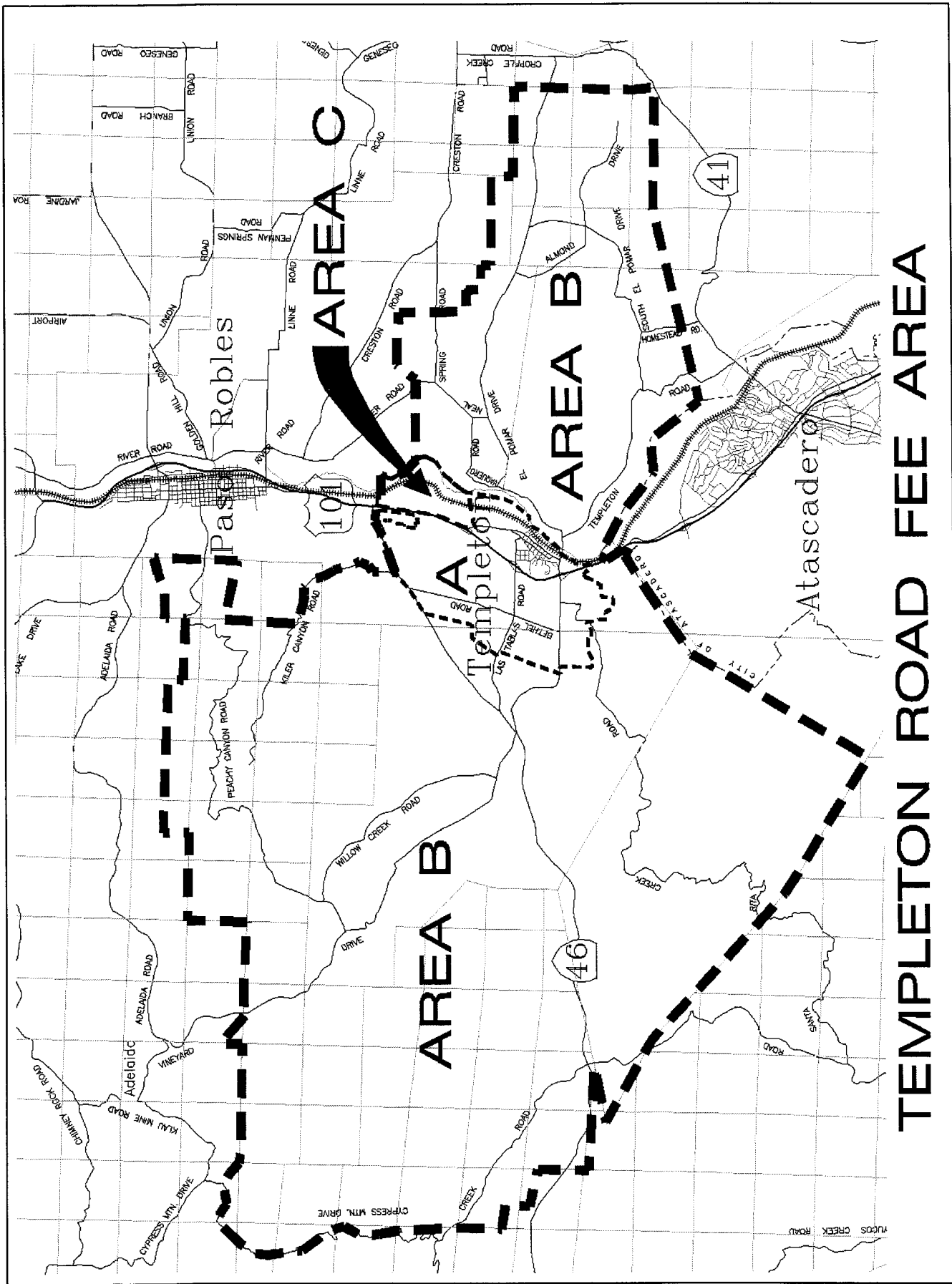
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Attachments

Attached to this report are the following exhibits which updates exhibits from the “2004 Templeton Traffic Circulation Study.”

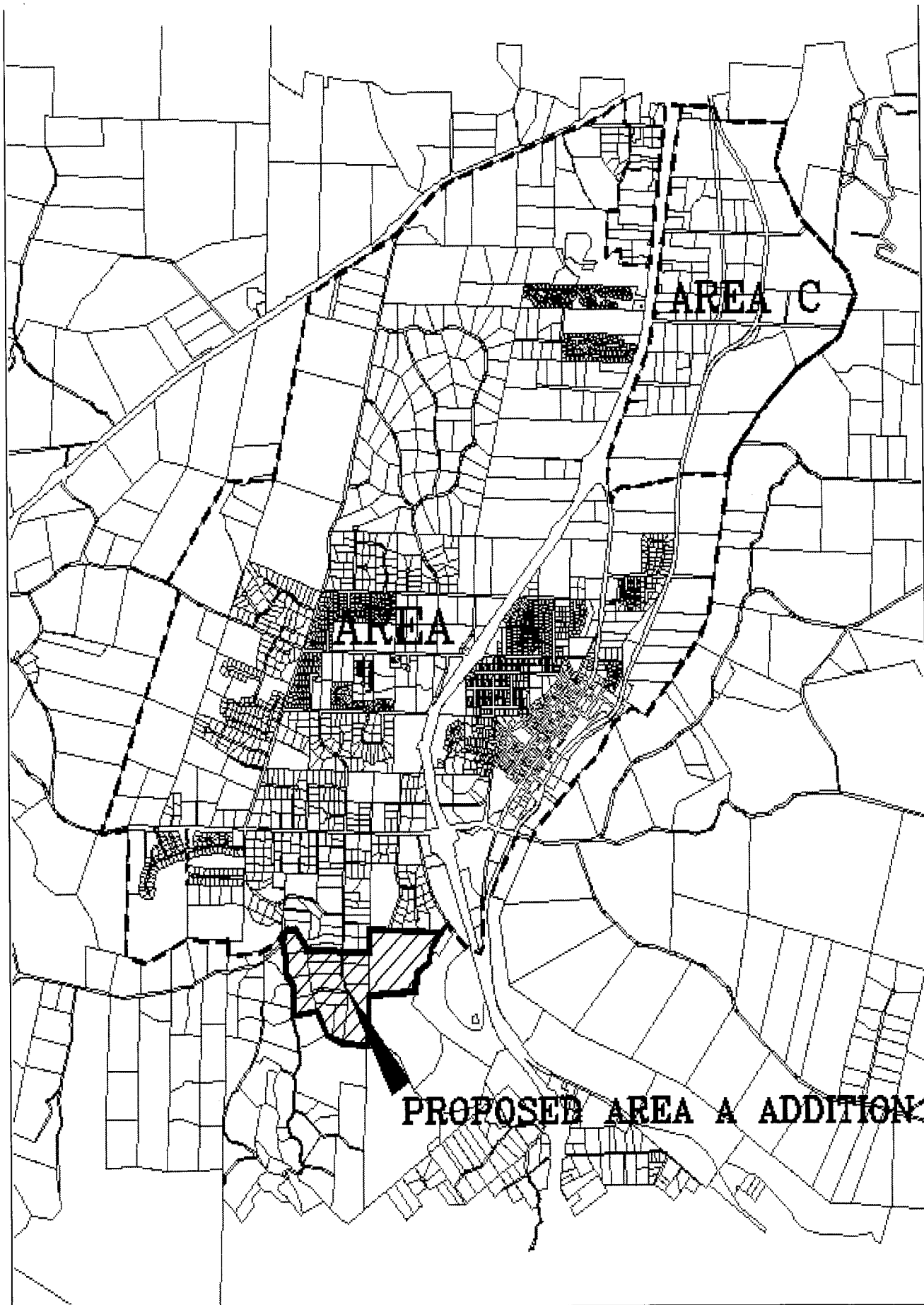
- Attachment A – Templeton Road Fee Area
- Attachment B - Area A and C boundaries
- Attachment C - Templeton Road Improvement Account History
- Attachment D - Capital Improvement Project Table
- Attachment E - Templeton Transportation Planning Area – Map of Projects and Proposed Roads

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TEMPLETON ROAD FEE AREA

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**Templeton Circulation Study
2005 Update
Capital Improvement Projects Table**

Project Number	Road	From	To	Recommended Improvement	Pavement Width	Cost Estimate	Less			Funding From Impact Fees	Actual Construction Cost	Area A Area B Area C	Expected Completion
							Existing Deficiencies	Other Sources	Regional COG				
				Circulation Study Update (until 2034)	-	\$540,000				\$540,000		A, B and C	2034
04-01	Vineyard Drive	Bennett Way	Main Street	3-12' lanes; 2-5' shoulder; Install signals at Ramps; No Parking. Structure Costs Separate	48'	\$3,800,000		\$120,000	\$1,000,000	\$2,680,000		A and B	2008
04-02	Interchange Structures	Phase 1 Vineyard Drive		Widen 3 lanes (Bennett to Main Street).	60'	\$1,750,000			\$500,000	\$1,250,000		A and B	2008
04-03	Interchange Structures	Phase 2 Vineyard Drive		Widen Bridge to 6 lanes. Install signals at Ramps		\$9,600,000		\$400,000	\$2,410,000	\$6,790,000		A and B	2025
04-04	Interchange Structures	Phase 1 Las Tablas Road		Open Abutments and create a TWLTL. Install signals at Ramps.		\$1,966,000		\$120,000	\$150,000	\$1,696,000		A and B	2005
04-05	Las Tablas Road	1042' west of Bennett	Florence Street	3-12' lanes and shoulders. This project has been combined with 04-04 and all cost shown under that project		\$0				\$0			2005
04-06	Interchange Structures	Phase 2 Las Tablas Road		Reconfigure S/B Ramps & Close Duncan Road		\$1,025,000			\$256,000	\$769,000		A and B	2015
04-28	Interchange Structures	Phase 3 Las Tablas Road		Bridge Removal and replacement. Widening of Las Tablas to 5 lanes		\$12,500,000			\$12,500,000	\$0			2030
04-07	Interchange Structures	Main Street		Reconfigure interchange and widen Bridge to three lanes		\$6,374,000		\$1,778,346	\$1,000,000	\$3,595,654		50% Area A and B 50% Area C	2015
04-08	Interchange Structures	Highway 46		Construct New Bridge		\$24,000,000		\$10,560,000	\$7,776,000	\$5,664,000		C	2015
04-09	Bennett Way	Las Tablas	Petersen Ranch Road	3 -12' lanes; 2 -5' shoulders	46'	\$1,700,000				\$1,700,000		A	2006
04-10	Bennett Way	Vineyard Drive	Las Tablas Road	3 -12' lanes; 2 -5' shoulders	46'	\$2,938,000			\$587,600	\$2,350,400		A	2008
04-11	Theater Drive	South End	Petersen Ranch Road	3 12' lanes; 2 -5' shoulders	46'	\$3,823,000			\$764,600	\$3,058,400		A	2020
04-12	Intersection	Vineyard Drive	46 West	Install traffic signal and left turn lane	N/A	\$706,000		\$353,000		\$353,000		A and B	2010
04-13	Intersection	Vineyard Drive	Bethel Road	Install traffic signal and left turn lane	N/A	\$930,000			\$230,000	\$700,000		A	2020

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**Templeton Circulation Study
2005 Update
Capital Improvement Projects Table**

Project Number	Road	From	To	Recommended Improvement	Pavement Width	Cost Estimate	Less			Funding From Impact Fees	Actual Construction Cost	Area A Area B Area C	Expected Completion
							Existing Deficiencies	Other Sources	Regional COG				
04-14	Intersection	Las Tablas Road	Florence Street	Install traffic signal	N/A	\$250,000				\$250,000		A	2015
04-15	Intersection	Highway 46	Bethel Road	Install traffic signal and left turn lane	N/A	\$750,000		\$325,000		\$425,000		A and B	2015
04-16	Intersection	Bennett Way	Las Tablas Road	Install traffic signal	N/A	\$250,000				\$250,000		A	2006
04-17	Intersection	Bennett Way	Vineyard Drive	Install traffic signal	N/A	\$250,000				\$250,000		A	2008
04-18	Intersection	Main Street	Gibson Road	Install traffic signal	N/A	\$220,000				\$220,000		A	2020
04-19	Main Street	Creekside Ranch Road	Highway 101	3-12' lanes; 2-5' shoulder; No Parking; Relocate 2 frontage roads. Structure Costs Separate.	46'	\$1,162,000		\$1,162,000		\$0			2025
04-20	Ramada Drive	Main Street	Highway 46	3-12' lanes; 2-5' shoulder; No Parking	46'	\$2,002,000		\$2,002,000		\$0			2015
04-21	Theater Drive	Main Street	Paso Robles City Limits	3-12' lanes; 2-5' shoulder	46'	\$850,000		\$850,000		\$0			2015
04-22	Las Tablas Road	Bend	Main Street	3 12' lanes and 2-5' shoulders extend Las Tablas Road to Main and close Old County from Las Tablas to Main.	46'	\$3,397,000		\$3,397,000		\$0			2020
04-23	La Cruz Way	South of Cow Meadow	Calle Propano	3 12' lanes; 2-8' shoulders	52'	\$6,278,000		\$6,278,000		\$0			2025
04-24	Bike Lanes	Various locations per County Bikeways Plan		Class II Bike Lanes	N/A	\$2,235,000		\$2,235,000		\$0			2025
04-26	Walkways	Various locations per Pedestrian Circulation Plan		Concrete or stabilized paths	N/A	\$5,950,000		\$5,950,000		\$0			2025
04-27	Bethel Road	Vineyard Drive	Las Tablas Road	Correct existing deficiency	N/A	\$750,000	\$750,000			\$0			2020
05-01	Transit Amenities	Vineyard Drive		Park & Ride lot Transit shelters	N/A	\$250,000		\$250,000		\$0			2020
Done	Las Tablas Road	Pedestrian Crossing		Crosswalk with/median refuge island	10"	\$20,000		\$20,000		\$0	\$15,000.00		Done

2003

**Templeton Circulation Study
2005 Update
Capital Improvement Projects Table**

Project Number	Road	From	To	Recommended Improvement	Pavement Width	Cost Estimate	Less			Funding From Impact Fees	Actual Construction Cost	Area A Area B Area C	Expected Completion			
							Existing Deficiencies	Other Sources	Regional COG							
Done	Main Street	Gibson Road	Creekside Ranch Road.	3-12' lanes; 2-5' shoulder; No Parking; Relocate 2 frontage roads interchange below	46'	\$211,847				\$211,847	\$211,847.00	A	2003			
Done	Las Tablas Road	Hwy 101	Bethel Road	Add Center Turn Lane	48'	\$312,305				\$312,305	\$312,305.00	A/B	1998			
Done	Las Tablas Road	1042' west of Bennet	Florence Street	Project Study Report (includes interchange)	--	\$185,000			\$45,000	\$140,000	\$185,000.00	A/B	2004			
Done	Intersection	Main Street	Vineyard Drive	Install traffic signal	N/A	\$105,396				\$105,396	\$105,396.00	A	1995			
Done	Intersection	Main Street	Vineyard Drive	Modify Signal	N/A	\$145,000				\$145,000	\$145,000.00	A	2001			
Done	Transit Amenities	Las Tablas		Park & Ride lot Transit shelters	N/A	\$250,000		\$250,000		\$0	\$250,000.00		2000			
TOTALS						\$66,935,548	\$750,000	\$36,050,346	\$27,219,200	\$32,916,002						
														Funded from Area A		
														Funded from Area B		
														Funded From Area C		

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